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THIRTY YEARS OF POLAR SERVICE

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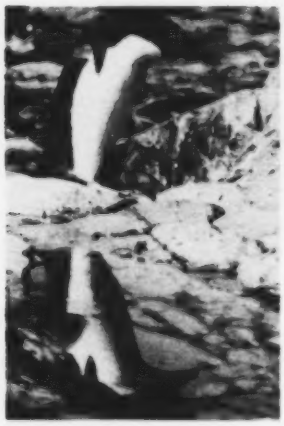
GLACIER HISTORY

Glacier was designed and built for the U.S. Navy at Ingalls Shipbuilding Company in Pascagoula, Mississippi. Construction was started in August 1953 and Glacier was completed and commissioned in May 1955. Her first homeport was Boston, Massachusetts.

On her maiden voyage, Glacier sailed south to participate in the first Operation Deep Freeze (1955-1956) in preparation for the International Geophysical Year. Glacier had the honor of being flagship for the noted polar explorer Admiral Richard Byrd during that first trip to the Antarctic.

In 1966, national responsibility for Icebreaker Operations was transferred from the Navy to the Coast Guard. Glacier shifted services and homeports. From Long Beach, California, she continued to service both the Arctic and Antarctic regions. Since that first trip, Glacier has made over two dozen Antarctic trips and more than a dozen Arctic trips in support of scientific research. By opening vital channels to allow supply ships to research stations and remote settlements, Glacier has worked hard over the last thirty years to earn her motto — "Follow Me".

1985 celebrates the thirtieth anniversary of polar service for "Big Red". It also marks a new chapter in Glacier's history. Portland, Oregon is the city Glacier calls home. From the "City of Roses" Glacier shall continue her distinguished and unparalleled service to our nation's polar scientific programs.



COMMANDING OFFICER

Captain William P. Hewel, a seasoned veteran of Arctic and Antarctic deployments, assumed command of Glacier in July of 1984 after serving as Coast Guard Liaison Officer with the U.S. Naval Southern Command in Panama. His previous icebreaking experience was as Commanding Officer of the Cutter Northwind and as Executive Officer of Glacier. Captain Hewel has also been Commanding Officer of the Cutter Basswood and Executive Officer of the Cutter Mesquite. Commissioned in 1958, almost half of his distinguished Coast Guard career has been at sea.

Captain Hewel served as Chief of Ice Operations and Marine Science Division at Coast Guard Headquarters. He was also Commanding Officer of Coast Guard Loran Station Ulithi in the Caroline Islands. Other duty stations have included the Coast Guard Institute, Ninth Coast Guard District Operations Division, and the Cutters Humboldt and Castle Rock.

Captain Hewel is married to the former Roxie McMahon and has two grown children, John and Lisa.

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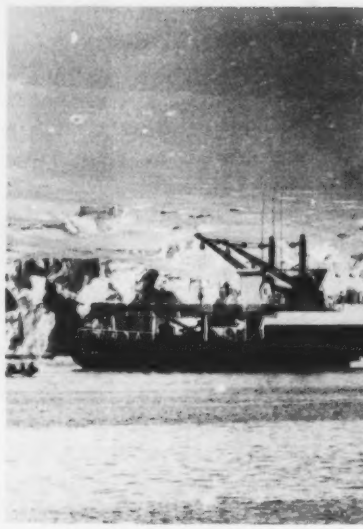

Glacier departed San Diego, California 31 October 1984 on a 27,000 mile odyssey which took her to many areas of the Antarctic for the twenty-seventh time. During the trip, Glacier also circumnavigated the South American continent and transitted through the Panama Canal before returning to the United States.

During the transit south, numerous weather research buoys were deployed for the National Oceanic and Atmospheric Administration (NOAA). After port calls in Callao, Peru and Valparaiso, Chile, Glacier again journeyed south through the beautiful Patagonian Channel and Straits of Magellan to Punta Arenas, Chile. Punta Arenas was our staging area for deployments to the Antarctic.

The first of two trips to Antarctic waters took Glacier to Palmer Research Station located on Anvers Island in the Antarctic Archipelago. The station's entire scientific party and much needed cargo were ferried across the infamous body of water known as Drake Passage. After disembarking the scientists, cargo and Arctic Survey Boat manned by three of Glacier's crew, Glacier weighed anchor for a three day science cruise in the Gerlache Straits-Dallmann Bay area of the Antarctic Peninsula.

Upon completion of the work at Palmer Station, Glacier returned to Punta Arenas, Chile to meet our next scientific group who would be deployed with the ship for the next six weeks. Glacier's mission would be in support of seismic, coring and glacial studies.

The second trip to the Antarctic region took Glacier to the South Orkney Islands, the Antarctic Peninsula, Marguerite Bay in the Bellinghausen Sea

EEP FREEZE '85

and Pine Island Bay in the Amundsen Sea. It was in Pine Island Bay where Glacier penetrated the ice floes further than any ship in history — over one hundred miles of previously unsounded waters to the glacier at the head of the bay. Scientists who accompanied us were the first humans ever to set foot on Pine Island Bay Glacier.

Our work in the Antarctic complete, Glacier made a final call at Palmer Station to pick up our Arctic Survey Boat and crew. Bidding farewell to the pristine Antarctic, Glacier crossed Drake Passage and made one more stop at Punta Arenas to disembark the science party before beginning the long transit home via the east coast of South America.

The journey north included port calls in Montevideo, Uruguay, Rio de Janiero and Fortaleza, Brazil. Well deserved liberty and a sample of South American hospitality was afforded the crew during the port calls.

The last leg of Glacier's journey home included an exciting transit through the Panama Canal, a Law Enforcement Patrol and a final port call in Puerto Vallarta, Mexico.

Glacier's return to the United States marked the end of an extremely successful and history making five month deployment. The twenty-seventh trip to the Antarctic in Glacier's thirty year history was over.

In late 1985, Glacier will again sail for Antarctic waters on Deep Freeze '86 from her new homeport of Portland, Oregon.

CREW

To keep Glacier running, her crew consists of 15 officers and 184 enlisted men and women. Normally 18 to 20 of the total personnel are women. Glacier boasts the largest crew of any Coast Guard unit afloat.

This wide variety of highly trained specialists is divided into four departments: Engineering, Deck, Operations and Supply. The Engineering Department makes up almost half of Glacier's crew. Machinery Technicians, Electricians and Damage Controlmen staff this department and maintain highly complex propulsion and auxiliary systems. Glacier's Deck Department consists of Boatswain's Mates and Gunner's Mates. All exterior maintenance, small boat and cargo operations are conducted by this department. The Operations Department is staffed with Quartermasters, Radio and Radar Operators, Electronic Technicians, Marine Science Technicians and Yeomen. In the Supply Department are the Subsistence Specialists, Storekeepers and Health Services Technicians.

During deployments a fourteen man Aviation Detachment is assigned to the ship from Polar Operations Division, Aviation Training Center, Mobile, Alabama and integrated into a fifth department. The Detachment and their two helicopters are an invaluable aid to ship operations.

MISSIONS

While in the Arctic and Antarctic regions, Glacier's primary mission is support of scientific research. Glacier is capable of working in geographical areas of great scientific interest that few ships can penetrate. She can accomodate multi-discipline scientific parties sponsored by the National Science Foundation in support of the overall United States Antarctic Research Program.

Glacier has also performed channel clearing operations while deployed, allowing supply ships access to icebound areas to provide fuel and supplies to research stations. Where supply ships cannot go, Glacier can and does, carrying cargo and fuel to the remotest of areas.

Other missions Glacier performs are Search and Rescue and Enforcement of Laws and Treaties. Glacier's tremendous capabilities and cruising range make it an excellent platform for almost any mission required of her.

The ship has dedicated equipment and spaces such as Weather Office and four equipped laboratories to assist scientists in their research while aboard. Glacier is the only icebreaker equipped with deep sea coring and bottom sampling winches and equipment.

CHARACTERISTICS

Length	309 feet 7½ inches
Beam	74 feet
Draft	28 feet 6 inches
Gross Tonnage	8915 tons
Maximum Speed	17 knots
Cruising Range	25,000 miles
Propulsion	Twin propellors, each 17½ feet in diameter, each driven by a huge electric motor. Ten Fairbanks Morse diesel engines that power these motors can produce 21,000 horsepower.
Generators	4 ships service and 1 emergency
Heeling System	Can induce an artificial list of up to seven degrees by transfer of 69,000 gallons of seawater from side to side in a matter of seconds.
Hull	1⅛ inch thick steel by the bow. The curved bow causes the ship to ride up on the ice and break it downward with the weight of the ship.
A Loft Conning Station	74 feet above the waterline. It extends the operator's visibility for icebreaking operations. It is equipped with complete controls for conning the ship.
Boats	39 foot Arctic Survey Boat, 36 foot landing craft, 26 foot motor surf boat and 2 zodiac inflatable outboards.
Electronic Navigation	Satellite, Omega and Loran-C
Provisions	Enough food for eight months
Fuel (diesel) (aviation)	720,000 gallons 22,966 gallons
Water	51,000 gallons
Water Making	20,000 gallons per day

COMMANDING OFFICER
USCGC GLACIER (WAGB-4)
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